



Parking Advisory Committee

Date: July 25, 2019

Time: 8:00 AM – 9:00 AM

Location: 730 Massachusetts Avenue, Town Hall Annex, 2nd Floor, Town Manager's Conference Room

Minutes

Members in Attendance: Ali Carter, Daniel Amstutz, Adam Chapdelaine, Linda Butt, Leland Stein, Jill Mirak, Howard Muise, Phyllis Marshall, Corey Rateau.

Guests: Darcy Devney.

1. Approval of Minutes from 06/17/19 meeting.

PAC members voted to approve the minutes of June 17.

2. Broadway Plaza construction concepts from VHB.

Ali Carter explained the three refined construction concepts for Broadway Plaza that were developed by VHB (A-1, A-2, and A-3). Each concept has the same basic layout using colored/scored concrete for the “flexible use zone” in the middle of the plaza. The concepts also retain the large planter by Mass Ave and Medford Street, a pathway from the large planter down to the crosswalk at Broadway, the removal of part of the granite wall for pedestrian access, a bus landing area for Route 87, and the existing trees are retained except for one that is in the way of the bus stop. Existing lighting will also remain in the same locations with this plan. All three plans also propose to consolidate the trash cans, mailbox, monument, and other furniture to a single location in the plaza. The main differences between the plans are the size and shape of the tree pits, the presence of accent paver bands for the main walkways, and the presence of planting beds.

Jill Mirak said that irrigation should be included for the planting areas and tree pits as part of the project. She also noted a preference for the concepts with the accent pavers. Having the pavers may help define for DPW where they need to plow during snow events. PAC members noted a general preference for the rounded tree pits instead of the square or irregular tree pits. Mirak noted that the proposed locations for the mailbox, monument and one of the trash cans would prevent Starbucks

from having outdoor seating. PAC members also had a preference for the planting beds that were shown in concept A-2, as they would help provide a buffer from Mass Ave. The granite wall was also considered an important buffer, although some of it has to be removed to allow pedestrians to get to the crosswalk at Broadway. Leland Stein asked if the provision of a bandstand, or kiosk for wayfinding on the plaza would be included with this project. Carter explained that these types of permanent structures were not going to be included with this project. Corey Rateau asked if a shelter was being considered for the bus stop. Carter said there are no plans for this at this time. There was discussion of the location of various other features and what should be included. Carter noted things like benches and bike racks will be incorporated into later design concepts. Mirak noted a preference by the adjacent business owners to complete the Plaza work this October. Daniel Amstutz noted he will send these comments on the concepts to VHB.

3. Route 87 Layover Relocation.

Amstutz explained that he and Carter had met with the MBTA recently to review several potential locations for moving the Route 87 layover which is currently at Broadway Plaza. After considering these options, the best location appears to be at the intersection of Broadway and Franklin Street in front of Play Time, Inc. This option impacts two unmetered parking spaces, neither of which are handicapped designated spots; only affects one business which has its own private parking lot; is not directly in front of a residence; and is only a couple minutes walk from the Plaza. It also does not require the route to be changed or diverted. The layover stop is expected to be drop-off only, but the bus would still pick-up from Broadway Plaza, as the first stop on the route.

Rateau noted there may be complaints from riders about having to walk a few extra minutes to the Plaza. Carter said staff have not discussed this proposal with Play Time. However, the parking impact to them is minimal because they have their own parking lot behind the building. In terms of transferring, riders can walk down Franklin Street to catch the 77, 79, or 350 at Mass Ave, but they would need to walk a bit farther to Medford Street to catch the 80. Amstutz noted that the MBTA is not that concerned about transfers, and the MBTA said not many people transfer from the 87 to the 80 anyway.

Stein brought up his concerns about the Route 80 layover in front of the Regent Theater. Carter noted this could be reexamined after the Route 87 layover relocation has been finalized.

4. Pay By Phone/Mobile Parking Payment.

Carter noted that staff have met in person with two mobile parking payment companies. A challenge of implementing this is upgrading the

equipment for the parking control officers. Rateau said that they were staying with Cardinal Tracking for the parking payment software in the near term, but he has requested quotes for replacing the hardware that would allow for mobile parking payment and tracking. APD would need at least one extra unit in case one of the others needed maintenance, meaning they would need four units, which is estimated to cost around \$20,000. Adam Chapdelaine asked if the officers could use cell phones as a temporary bridge between the old equipment and the new equipment. Rateau said this was possible but there is an issue with the wireless companies that may require paying for service from a different carrier.

5. Sustainable Transportation Plan Committee.

Amstutz explained that Town Meeting approved \$80,000 to develop a transportation plan for the town, and the Select Board approved the creation of an Advisory Committee to help guide the Sustainable Transportation Plan. Parking and curbside management are planned to be discussed as part of the plan development. The Parking Advisory Committee needs to designate a member to serve on the committee, which will exist through the plan's development. Linda Butt noted her interest as part of an Arlington Center institution which has concerns about speeding and safety, particularly on Medford Street. She volunteered to serve on the Sustainable Transportation Plan Advisory Committee. The PAC approved Butt as the representative to the new committee.

6. Parking Benefit District Financial Report.

Phyllis Marshall circulated the report for the Parking Benefit District with projections for revenues for next year and the actual revenues for the past fiscal year. She noted she will be more confident in the revenue numbers once some unknowns are cleared up. Mirak asked for more detailed information about what is to be spent and how much is currently in the account. Chapdelaine explained that \$186,500 is currently earmarked for the Arlington Center Sidewalk Project; another \$112,000 is regularly transferred into the general fund to offset costs of parking enforcement. He calculated that a little over \$300,000 may be available to direct towards future projects. Mirak argued that there should be a line item for vegetation and other maintenance for the Center. Marshall said it was her intention to break out line items like this in the fund so these items would be easier to track in the future.

7. New Committee Structure Next Steps.

This item was postponed to the next meeting.

8. Correspondence: Petition for striping parking on Mass Ave between Mill Street and Ramsdell Court.

This item was postponed to the next meeting.

The meeting was adjourned at 9:08 AM. The next Parking Advisory Committee meeting is scheduled for August 22 at 8:00 AM.